

Application No.10/664986
Reply to Action dated 6/13/2006
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*Recorded
for Entry.
JW Ratia* Amendments to the Specification:

Please replace the paragraph beginning at page 2, line 11, with the following amended paragraph:

Moreover, in the power unit described in Japanese Patent Laid-open No. 2001-343060, a speed sensor for detecting the speed change ~~ratio~~ ratio of the static oil hydraulic type non-stage transmission is disposed on the upper side of the static oil hydraulic type non-stage transmission. Therefore, it has been difficult to easily perform maintenance and inspection of the speed change ~~ratio~~ ratio sensor, due to interference caused by a fuel tank, a seat or a vehicle body cover disposed on the upper side of the power unit.

Please replace the paragraph beginning at page 4, line 19, with the following amended paragraph:

In yet another aspect, a breather chamber is disposed at a high position inside a crankcase. Therefore, droplets of lubricating oil generated due to raking-up of the lubricating oil by rotary members such as a crank and a counter shaft are inhibited from penetrating into the breather chamber by the static oil hydraulic type non-stage transmission disposed directly below the breather chamber. Thus, a blow-by gas with a low oil mist mixing ratio is introduced into the breather chamber, ~~resulting in~~ having results that the capacity of the breather chamber may be smaller, and the internal structure is simplified.

Please replace the paragraph beginning at page 31, line 7, with the following amended paragraph:

As has been described above, the lubricating oil fed to the oil cooler 14 by the recovery pump 61 and cooled by the oil cooler 14 is fed to the return port 21f in the front case cover 21 shown in FIG. 15, is passed through the communication passage 21g, ~~is jet~~ jetted into the oil tank chamber 70 through the orifice 21i, and is allowed to dwell in the oil tank chamber 70. The lubricating oil dwelling in the oil tank chamber 70 is sucked

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into the suction port 62d of the supply pump 62 through the supply pump suction communication hole 67i opened into the oil tank chamber 70, and the pressure lubricating oil pressurized by the supply pump 62 is fed through the discharge port 62e of the supply pump 62 to a discharge port 21j in the front case cover 21, as shown in FIG. 16.

Please replace the paragraph beginning at page 35, line 4, with the following amended paragraph:

In addition, as shown in FIG. 3, the static oil hydraulic type non-stage transmission 100 is disposed on the left side in the space inside the crankcase composed of the front case cover 21, the front crankcase 22, the rear crankcase 23 and the rear case cover 24, and the oil tank chamber 70 is disposed on the right side in the space inside the crankcase. Therefore, it is easy to ~~take the~~ obtain weight balance between the left and right sides of the power unit 1 by utilizing the weight of the static oil hydraulic type non-stage transmission 100 and the weight of the lubricating oil in the oil tank chamber 70.